

TRANSIT UPDATES

While unconfirmed the weekend of July 26-27 is likely to be when the Gold Line opening occurs. We hope soon to announce details about our preview tour and booth during the opening weekend.

However, the following MTA bus routes are scheduled to change as of June 29:

- #2 and #4 will have a slight modification of route Downtown (near Grand/Cesar Chavez). #304 (the limited) will operate to Union Station, and run weekends as well. #3 will be cancelled.
- #333 on Venice Bl. will operate on Sunday
- All of #56 and #112 as well as the portions of 105, 107, 119, east of the Blue Line, will be cancelled, replaced by two loop shuttle routes (#611 and #612).
- In Downtown LA, #60 will terminate at 5th/Beaudry (no longer at Union Station). Limited stop service (#360) will operate during peak hours, with limited stops between Slauson Av and Anaheim St.
- New limited #366 will provide peak hour limited stop service over #66 (E. 8th-Olympic)
- The limited stop area of #370 will be extended west from Atlantic to Soto St.
- New Saturday service on #90 to Olive View Hospital
- The portion of #92 on Brand north of Glenoaks will be cancelled. (Use Glendale Beeline #1 or 2) #93 will be cancelled, with the portion of Alessandro Bl that would otherwise go unserved, covered by a rerouted #603.

- The #111 trips that currently terminate at Florence and Norwalk will terminate at the Metro Green Line station. #311 will be replaced by new Rapid Bus #711, running between Inglewood and Bell Gardens (Garfield)

- #117 will be extended to the Lakewood Green Line station. This partially replaces #631, which will be cancelled due to low ridership.
 - #120 will terminate at Aviation Station (not LAX Lot C terminal)
 - #177 will operate along Colorado (not California) to serve the Del Mar Gold Line station. It will also have its route slightly modified to serve the Allen Ave station.
 - #181 will be extended via Colorado to Rosemead Bl, thence to the Sierra Madre Gold Line station
 - #188 will be cancelled, with replacement service available along Fair Oaks via #260 and Colorado via #181, with service to Duarte provided by an extended #264. Current service on #264 south of the Sierra Madre Gold Line station will be provided by an extension of Montebello #20.
 - #214 will run peak hours only.
 - #236 will extend north to Sylmar Metrolink via the Cascades Business Park and Glenoaks. The portion of #236 on Woodley will now be designated #237.
 - #250 will get peak-hour limited stop service (#350)
 - #252 will operate along Soto between Whittier Bl. and Huntington Dr.
 - #255 will be extended to the French Av. Gold Line station, while #256 will serve the Ave. 57, Allen and Del Mar stations.
- (cont'd on pg. 6)

BULLETIN BOARD

Our booth at the Fullerton Railroad Days was a smash success (despite the downpour early Saturday) as we met the public and shared information. Sales were slight this year, possibly due to the current economic slowdown. But all appeared to be having a fine time. Members who assisted with the booth or dropped by to say hi included Andy Novak, Paul Castillo, Frank Roldan, James and Marilyn Gusky, Anthony Loui, Perias Pillay, Woody Rosner, Lionel Jones, Charles Powell, Bart Reed, Kymberleigh Richards, Eric Griswold, John Ulloth, Ken Ruben, Jane Reifer, Mark Strickert and Dana Gabbard. And we'll be back next year (the weekend of May 1-2, 2004).

Co-founder Steve Crosmer shared his observations of transit across the county (as a trucker he gets around) at our May 10 meeting. Afterward a cake was served marking 10 years since the name Southern California Transit Advocates was adopted. A big thank you to Kris Sharp for coordinating the refreshments. The speaker at our August meeting will be Rick Peterson, Director of Bus Operations at Amtrak West. This appearance is being coordinated by member Ken Ruben. And thanks to a contact made by member Perias Pillay we hope at one of our upcoming meetings to have Lt. Mike Parker of the L.A. County Sheriffs' Department Transit Services Bureau discuss security issues on the Red Line and Gold Line.

We likely will have a table at the Train Collector's Association National Convention being held June 27-28 at the Ontario Convention Center. Let us know if you'd like to help staff this.

MTA has extended the deadline to submit comments on its draft Short Range Transportation Plan to July 3. For copies of the plan call (213) 922-2833.

The CALSTART website now has a page on Bus Rapid Transit:
<http://www.calstart.org/brt/brt.htm>

Pesach Kremen has inquired if thought has been given to having one of our study tours on a Sunday for those who can't participate on Saturdays?

The Los Angeles Railroad Heritage Foundation has announced its inaugural membership drive. Benefits include a newsletter and invitations to future Foundation activities. Basic membership is \$25 to: LAMOR, 100 S. Fuller, Los Angeles CA 90036.

As always, The Transit Advocate needs articles, letters, Transit Tips, photographs and research from all members and interested non-members. All materials should be sent to 3010 Wilshire #362, Los Angeles, CA 90010. (or e-mailed to transit@lerami.lerctr.org). Material for publication should be received two weeks before the scheduled SO.CA.TA meeting. ■

**PUBLIC &
LEGISLATIVE
AFFAIRS**

Dan Gabbard
(dgabbard@hotmail.com)

I was appalled to learn at a briefing on the MTA's new budget at the May 21 MTA Citizen Advisory Council meeting that one of its key assumptions is the new collective bargaining agreements the agency current is negotiating with its three main unions will have no salary increases. This is a recipe to guarantee a walkout. Even the CAC saw this and passed a resolution objecting for just that reason. But of course the MTA Board the following day adopted the budget with nary a question being raised.

But bless him MTA Boardmember Paul Hudson did ask a question during discussion of a motion by Gloria Molina to rename many of the Gold Line stations (item #32). Hudson asked how much it would cost the agency to make these changes. \$20,000 staff replied. Molina claimed "several" community groups had contacted her office requesting the changes. One wonders where these groups were during the many meetings on the project held during the past decade and why their belated desires deserve such subservience. Especially since the tab is being paid by MTA not Molina or her constituents. Again the conflict of interest of having the Supervisors on the MTA Board strikes MTA in the pocketbook...

The state budget crisis may have impacts on transportation funding beyond that previously imagined. One part of Governor Davis' fiscal plan is the legislature imposing a special 1/2% sales tax dedicated to pay off bonds issued to bridge the current deficit. This may make it hard to renew expiring local transportation sales taxes as voters suffer sales tax sticker shock. Political Pulse in its May 23 edition even wonders whether the \$10 billion high speed rail bond on the November 2004 ballot will run aground amidst mounting public opinion against issuing further debt.

Miracle of the month: the Ramirez Flyover (connecting the Gateway Transit Plaza and adjacent El Monte busway) may be built as part of the closeout of the development agreement for the Plaza between MTA and Catellus. (agenda item #17, MTA May 22 Board meeting).

In the category of "Can you believe it?": the April 29 Daily Bulletin article "Extending light-rail line to Claremont gains support" states Gov. Gray Davis has sent a request to Congress asking for \$9 million toward environmental clearance of Gold Line Phase II.

On our behalf President Richards submitted to MTA staff 3 pages of comments on the draft MTA transit service policies. We understand this document is undergoing extensive revision and won't be presented to the MTA Board until September. Which means we have a chance to organize and prepare. Our chief aim is to prevent the draconian aspects of the policies from reducing the flexibility of the new Sector Governance Councils. Rest assured we will

not be idle these coming months.

May 17 I participated in a discussion of maglev and monorail on the internet talk show Let's talk Trains with Kim Pedersen of the Monorail Society. We agreed Maglev seems not quite ready for deployment and also focused on the Seattle regional monorail as being the true proving ground for whether monorail can be the basis of a transit system (instead of a simple circulator/theme park ride). You can hear it with RealPlayer at <http://www.worldtalkradio.com/archive.asp?aid=81>

Bill Vardoulis, a civil engineer and a former mayor of Irvine, is the chief proponent of a mind-boggling project: an 11.5-mile tunnel (actually three tunnels

side by side) under the Cleveland National Forest connecting Orange and Riverside counties. This is touted as providing an alternative to the 91 freeway. Cost? \$3.6 billion. For details see <http://www.tritunnelexpress.com/>

I'll conclude by noting Derail the Rail, the name adopted by the NIMBYs along the South Orange County coast, has a web site with the requisite quota of hysteria "This is a David and Goliath fight against sneaky Sacramento bureaucrats": <http://www.derailtherail.org/> ■

MEMBERS IN ACTION

Attendees of the May 6 Friends4Expo event featuring MTA CEO Roger Snoble included Chaffee Yiu, Anthony Loui, Ken Ruben, Lionel Jones, Eric Griswold, John Ulloth, Nate Zablen, Roger Christensen and Bart Reed.

Bart Reed and Kymberleigh Richards were quoted in the May 8 Daily News article "Team offers busway alternatives" and May 23 L.A. Times article "New Rapid Bus Corridors for Valley OK".

Roger Christensen in a letter published in the May 23 L.A. Times ("Football and Transit") pointed out of the prospective sites for a new L.A. NFL Football team to play at only the Coliseum has a potential mass transit connection (via the future Expo line) while

the Carson location would simply add to 405 gridlock.

Joe Dunn provide public comments at the May 12 meeting of the L.A. City Council Education and Neighborhoods Committee about filming's impact on bus patrons.

Ken Ruben had letters published in the May 15 and June 4 editions of the Santa Monica Daily Press on the MTA fare restructuring proposal.

Hank Fung graduated May 24 with a Bachelor of Science in Civil and Environmental Engineering (with a minor in geography) from the University of California, Berkeley. He has accepted an offer as a civil engineering assistant at the Los Angeles County Department of Public Works. Way to go, Hank! ■

(Transit Updates, from pg. 2)

- North of Huntington Drive, #260 will be routed off Los Robles and onto Fair Oaks. Limited stop service (#361) will be provided during peak hours. Service on this portion of Los Robles will be provided by new Line #687
- Lines #266, #267 and #268 will all be modified to serve the Sierra Madre Gold Line station.
- Line #305 will extend south along Westwood Bl to the Federal Building bus stop.
- Once the Gold Line opens, #401 will be replaced by new line #686; this new service will cover #401's route north of Fillmore Station.
- Express routes #410 and #483 will be cancelled, as will the express segments of #418 and #426 (these will be rerouted to serve the North Hollywood Red Line station)
- #460 will be rerouted off I-5 and onto the Harbor Freeway Transitway (I-110) and I-105 carpool lanes between Downtown LA and the I-605 Green Line station. The Transitway stops at 37th, Slauson and Manchester will be served. Also, #460 will now terminate at 5th/Maple in Downtown LA.
- #484 will terminate at the Pomona Transcenter, with only Foothill and Omnitrans serving points eastward. Short turns currently terminating at Azusa Bl. will be extended to Industry Metrolink.
- 487 and 491 will be extended to the Wilshire/Westlake Red Line station. #489 will terminate at Rosemead/Huntington.
- All #490 trips will terminate at the Brea Mall (not Cal State Fullerton)
- #561 will be replaced by new Rapid Bus #761, running between Westwood and Lakeview

Terrace via I-405 and Van Nuys Blvd. All service on I-405 south of Westwood will be cancelled.

- Additional late night service on #720 (Wilshire-Whittier Rapid Bus)

Due to road repair, Foothill Transit will no longer stop on the Cal Poly Campus, between June 27 and January, 2004. Instead, buses will stop near Temple Avenue and Campus Drive, and possibly a Cal-Poly operated shuttle will take passengers further into the campus. Stay tuned....

Also, Pasadena ARTS will charge a 50-cent fare (free transfers between routes) effective July 1.

In Palmdale, AVTA plans to change several routes effective June 28:

- More frequent service between Palmdale and Lake Los Angeles, and between Palmdale and Littlerock
- A local circulator in Lake Los Angeles
- More service along Palmdale Bl, and Avenues Q, R, and S.
- Reroutes on #4 to serve the new Courthouse and Business Park in Lancaster

With approval from the PUC finally obtained, the San Pedro Waterfront Red Car hopes to open Saturday July 19.

The May 26 Downtown News contained a news item about a new non-profit working to bring a trolley line to Angelino Heights. A historic Birney streetcar has been donated to the project. Website: <http://www.ahrolley.org>

In Irvine, the voters rejected Measure A (support for the Centerline light rail project), but also rejected Measure B (an advisory measure prohibiting future light rail in Irvine). So we shall see....